

# NEW YORK INSTITUTE OF TECHNOLOGY

*SAE: The Engineering Society  
For Advanced Mobility  
Land, Sea, Air and Space  
DEPARTMENT  
OF  
Engineering*

September 3, 1990

Mr. Alan Roth  
President  
R2 Distributors, Inc.  
10849 Bucknell Drive  
Wheaton, MD 20902

Dear Alan:

It has been another hectic year for us at New York Institute of Technology. Our custom built "off-road and amphibious" vehicle has been through some very trying moments that I think you would be interested in knowing about.

Not only does our vehicle have to negotiate rough terrain, it must also float across various bodies of water. This is where Militec-1 and our 8 HP Briggs and Stratton go hand in hand.

Because of the design of our vehicle, the engine is partially submerged while in the water and always splashed upon by the tires. This action tends to allow water to enter the crankcase and you could imagine what that does to the engine.

Fortunately for us, our engine has been treated with Militec-1 and after severely abusing the motor (i.e. 4,500 RPM constant for 2 to 3 hours at a time in and out of the water), there has been no significant damage to the engine due to water in the crankcase. There was always sufficient lubrication and no signs of corrosion. To this date, the engine still runs the same or better as when it came out of the box (approximately 1,000 hours on it).

Additionally, in order to get a little more horsepower out of the engine, the easy start lobe was removed from the camshaft. As you can imagine, the pull start was nearly impossible. After treatment with Militec-1, starting became easier and easier with every pull. We can attribute this of course to Militec's superior friction fighting ability.

It's been a pleasure testing your product and we will keep you informed of other experiments that are performed.

Sincerely,

/s/

Alex Echeverry  
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